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SOURCE Newspapers and periodical as indicated.

PORTUGUESE MERCHANT MARINE ACTIVITIES IN 1951[Numbers in parentheses refer to appended sources.]

According to the most recently released statistics, the Portuguese merchant fleet in 1951 traveled a total of 3,648,980 miles, making 1,851 voyages. The increase in distances covered was relatively slight in comparison with the previous year, being only 22,803 miles, but the economic activity developed in these travels was much greater.

Cargo carried in 1951 reached a total of approximately 3,730,000 tons. This was an increase of 140,000 tons, or 4 percent, over the previous year. This traffic was distributed as follows: imports from foreign points, 1,170,317 tons; exports to foreign markets, 513,669; imports from Portuguese Overseas Territories, 276,101; exports to Overseas Territories, 321,517; transported to the Adjacent Islands (Azores, Madeira, Cape Verde), 38,000; transported from the Adjacent Islands to Continental Portugal, 106,600; traffic between ports of Portugal, 510,000; between ports of the Adjacent Islands, 18,490; between ports of Overseas Territories, 200,000; and between foreign ports, 574,000. This last figure deserves special note.

With respect to goods carried in Portuguese vessels, liquid fuel occupied first place, with 388,074 tons in 1951, as against 387,670 in 1950. Coal was second, with 217,998 tons in 1951, as against 200,000 in 1950. Phosphorites were third, with 157,750 tons, as against 149,420 in 1950. Fertilizers followed, with 153,835 tons; then wheat, with 100,825 tons, as against 143,257 the previous year. Total imports of wheat in 1951 were limited to 207,121 tons, of which, under the terms of the Marshall Plan, only 50 percent could be carried in Portuguese vessels.

On the list of exports to foreign countries, pyrites come first with 268,569 tons (according to source (1)); 268,367 tons according to source (2) as against 112,566 in 1950, followed by cement with 41,690 tons. Cork is third with 34,305 tons, then wood with 14,491 tons, wine with 6,754 tons, and canned fish with 4,392 tons, as against 2,929 in 1950.

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Total imports from the Overseas Territories were lower than in 1950. Sugar was first with 71,470 tons, followed by oleaginous commodities with 45,607 tons and corn with 43,000 tons (first in 1950 with 153,000 tons). Cotton imports from the possessions were down to 27,255 tons (33,597 in 1950), possibly due to the lateness of the crop. Coffee imports accounted for 17,616 tons, as compared with 6,707 in 1950.

First among exports to the Overseas Territories was cement with 115,556 tons (51,623 tons in 1950), followed by common wines with 81,316 tons (63,188 tons in 1950), woods with 17,011 tons (14,796 tons in 1950), and textiles with 14,464 tons.

Cargo carried between foreign ports in Portuguese vessels consisted mostly of sugar, ores, coal, pyrites, fertilizers, and wheat. (1,2)

#### Passengers

The number of passengers carried by the Portuguese merchant marine in 1951 was 63,327, slightly less than in the preceding year. The reduction was due to the decline in passages booked aboard freighters with passenger accommodations. Breakdown of the figure is as follows: passengers carried to Portuguese overseas possessions (excluding Adjacent Islands), 22,202; from the possessions to Portugal, 11,546; from Portugal to the Adjacent Islands, 8,191; from the Adjacent Islands to Portugal, 9,988; passengers carried to Brazil, 9,035; from Brazil to Portugal, 2,034; to and from other countries, 331. These figures do not include several thousand contract laborers or the interisland and the interpossession traffic.

Present heavy passenger traffic indicates a need to increase available passenger accommodations, particularly in the traffic to Portugal's African possessions, to Brazil, and to the Adjacent Islands. (3)

#### Trawling Fleet

The trawling fleet in 1951 was made up of 102 vessels, which landed 41 million kilograms of fish. The fishing fleet at present has a displacement tonnage of 20,250 and employs approximately 2,000 fishermen. (4)

#### Training

The Escola Nautica (Nautical School), maintained by the state, graduated 63 pilot officers, 51 machinists, four radiotelegraphers, and nine commissary stewards. In addition, 16 captains, 12 machinists, and 14 radiotelegraphers passed the complementary course. At the Escola de Marinheiros e Mecanicos da Marinha Mercante (Merchant Marine Seamen and Mechanics School), supported by the shipowners, ten seamanship students, 11 students of machines and engines, and five electricians finished their courses.

According to information published by the Junta Nacional da Marinha Mercante (National Merchant Marine Board), the 220 ships of the Portuguese merchant marine in service at the end of 1951 required crews of about 5,400 men, including 1,150 officers. (5)

#### Alfeite Arsenal

Ship repairs took up 40 percent of total labor at the Alfeite Arsenal /navy yard/ in 1951 and cost 49.1 million escudos. Of the 113 ships repaired during

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the year, 59 were repaired on the slipway, 52 at Rockside, and two in dry dock, with 44,167, 52,278, and 10,171 displacement tons, respectively. In addition, 28 sundry vessels spent 208 days on the slipway. The daily average of ships under repair was nine, the lowest figure since 1946.

The most important repair work was that carried out on the Comandante Almeida Carvalho. Other repairs cited in the Alfeite Arsenal's annual report were those on the frigate Nuno Tristão, finished in the first quarter 1952; the submarines Nautilo and Neptuno; destroyers Dão, Douro, and Lima; patrol boats Flores and São Miguel; and the auxiliary vessel Vulcano. (6)

In 1939, the total personnel of the Alfeite Arsenal, including technical and administrative personnel, was 1,386; at present, it is 2,096. (7)

#### Port of Setubal

Admiral Americo Tomas, Minister of the Navy, formally opened the new station for pilots of the port and bar of Setubal. The new building is located on the Praca da Republica, next to the pleasure-craft dock. Its two stories contain both offices and living quarters.

The present pilot corps includes ten pilots, two chief pilots, and one senior pilot, as well as machinists, helpers, and four seamen.

Among those present at the ceremonies, in addition to the minister, were Admiral Pereira da Fonseca, director-general of the Navy; Commandant Santiago Ponce, of the Maritime Police; Luis Celestino da Silva, captain of the port; Dr Correia Figueira, civil governor; and Angelo dos Santos, senior pilot. (8,9)

The Caracas daily El Universal, in a report datelined Lisbon, commented on the port of Setubal as follows: It possesses the natural qualifications for becoming the leading petroleum port of Portugal. A vast oil zone could be set up on the western tip of the Troia Peninsula, on Alaxo Point, by the bar of the Sado River, which would have none of the inconveniences marking the present Cabo Ruivo installations. The water in this area is deep and generally calm. The prevailing winds do not cross any inhabited area. There are about 100 hectares of adequately high ground here, where all the oil storage facilities to meet current needs could be located and still leave room for future expansion. (10)

#### SS Vera Cruz

Largest and fastest vessel in the Portuguese merchant marine, the liner Vera Cruz, built in the Cockerill shipyard in Belgium, and owned by the Companhia Colonial de Navegação, plies the Portugal-South America run. It is 187.75 meters long and has ten decks. The top deck is 29.20 meters above the keel. (7,11) Gross displacement tonnage is 21,130, dead-weight tonnage 7,900. A speed of 23 knots was attained on the ship's trials, average was 22 knots. (11) Cruising speed is 21 knots. The crew numbers 314. Passenger accommodations number 1,242, comprising 198 first class, 200 second, and 844 third. (7) According to source (11), the ship accommodates 1,360 persons, including crew and 1,288 passengers, the latter comprising 198 first class, 200 second, and 890 third. The holds can carry 3,250 tons of cargo, and the tanks hold 2,500 tons of fuel and 1,500 tons of water. (7) In addition to various halls and saloons, the ship has two electric kitchens, a bakery, and a pantry, with electric-eye doors between pantries and dining saloons, sick bays, barbershops, an automatic telephone system with 42 lines for ship service and a switchboard with 80 lines for passenger service; a public address system with a receiver, four microphones, nine amplifiers, and 100 loud-speakers; two first-class passenger

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elevators, one elevator for the engine room, and one for the laundry; passenger and crew quarters all mechanically heated and ventilated, with air conditioning in all first-class facilities and in second-class saloons (7,11); fire-wall construction (11), fire-detection and sprinkler systems (7,11), smoke-detection system in the holds (7); 20 lifeboats with a total capacity of 1,734 persons, two boats being motor-driven and having radio equipment, the others being equipped with the Fleming system of mechanical propulsion; 35 electric clocks (11); and an equipped photographic darkroom for passenger use. (7) The ship is driven by two Parsons turbine groups (7,11), each made up of a high-, a medium-, and a low-pressure turbine. (11) The maximum horsepower of the engines is 24,200. (7) Steam is supplied by six Babcock and Wilcox boilers (7,11), working at 38 (11) /35 according to source (7) kilograms per square centimeter. The turbines receive steam at a pressure of 30 kilograms per square centimeter and a temperature of 400 degrees /centigrade/. (7,11) Power is transmitted to the propellers by double reduction gears. (11) Electric power is supplied by two 850-kilowatt turbogenerators, two 400-kilowatt diesel generators, and one 125-kilowatt diesel generator. (7) Navigation equipment includes a gyrocompass and an automatic pilot, an electric odometer, electric sounding apparatus, a radio direction finder, and radar. (11)

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The liner Santa Maria, sister ship of the Vera Cruz, was scheduled for launching on 20 September 1952 at the Cockerill shipyard in Antwerp. It should be ready for delivery to the Companhia Colonial de Navegacao in March or April 1953. (12)

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